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Kurskaya station of the first section is the start of the Great Circle (5). The surface vestibule building for the station is located at the left wing of the Kurskiy Vokzal on Ploshchad' (6). Axial ventilators have been installed (7). Passengers from the Sokol'skiy radius (Izmaylovo-Miyevskiy Vokzal) can transfer to the Great Circle at this station (8).

Next on the Great Circle is the Taganskaya station. A traction substation will be located here (9). The section between the Taganskaya and Paveletskaya stations was constructed under difficult geologic conditions since the tube goes under the bed of the Moskva River and under the Vodootvodnyy Kanal (10). Quick sand impeded the construction of Taganskaya station.

The Paveletskaya station at Katsupa (5) was finished 1 September and is ready to receive passengers (7). It serves as a transfer point to the Great Circle from the Gor'kovskiy radius (Automobile Plant imeni Stalin-Sokol) (5). There is a connecting spur from the Novokuznetskaya station to Paveletskaya (7).

After Paveletskaya station is Serpukhovskaya station, followed by Kaluzhskaya station at Kaluzhskaya Ploshchad' (5). Kaluzhskaya station has a traction substation (9).

Last station of the first section is the Tsentral'nyy park kul'tury i otdykha imeni Gor'kiy (TsPKIO imeni Gor'kiy) station (5). The vestibule of this station is located at the corner of Ulitsa Chudkova and Zubovskiy Bul'var. The vestibule is 20 meters high, and its interior consists of a ticket window and escalator rooms, in which five escalators will be installed to link it with the underground part of the station (11). The station will serve as a transfer point to and from the Sokol'niki radius (Sokol'niki-TsPKIO imeni Gor'kiy) (8).

Laying of track on the first section has not been finished on time, most of the delay being in the left tunnel between the Taganskaya and Paveletskaya stations and between the Serpukhovskaya and Kaluzhskaya stations. Switch crossover assembly is lagging, with only three out of the 12 completed on the first section. Installation of the third rail is also behind schedule (12).

Kurskaya, Paveletskaya, and Serpukhovskaya stations have been completed. Assembly of automatic blocking and communications is progressing; two of four block posts which have special instruments and apparatus for automatic control of switches and signals in the tunnels, have been installed (10). The Cheboksary Plant of the Ministry of Electrical Industry USSR is lagging with the delivery of generators for traction substations (13). The traction substations will be controlled automatically from a dispatching point (14). The subway will use transformers and mercury-vapor rectifiers (15).

Escalators for the stations were made in Moscow and Moscow Oblast. So far, the first section has received 50 worm reducers, 11,000 step assemblies, and 9,000 meters of traction chains for the escalators (16).

A subway car depot is being built 3 kilometers from the Izmaylovskaya subway station. The depot will have two large buildings with a third building in the woods. Construction of the depot should be completed in November 1949 along with the first section of the Great Circle. The Serebryanka River runs between the depot and the entrance to the subway tunnel. Track laying between the tunnel entrance and the depot is being done by the Administration of Construction and Reconstruction of the Moscow-Kursk Railroad System (17).

More than 1,400 qualified workers will be required to operate the first section of the Great Circle. Trains made up of Type G cars (1) equipped with electric brakes will be used. These trains will be faster than those now in use (8). The cars are made by the Mytishchi Railroad Car-Building Plant (1).

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To travel over the first section of the Great Circle will take 10 minutes. During rush hours trains will run at intervals of 3-3.5 minutes (8).

Some workers of the 21.00 section construction project have been transferred to cutting tunnels for the Komsomol'skaya, Botanicheskaya, Novoslobodskaya, and Belorusskaya stations and the sectors between them, on the second section of the Great Circle (3).

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SOURCES

1. Vechernyaya Moskva, 22 Sep 1949
2. Gorodskoye Khozyaystvo Moskv, No 8, 1949
3. Krasnyy Flot, 30 Sep 1949
4. Pravda Ukrainy, 27 Sep 1949
5. Komsomol'skaya Pravda, 22 Sep 1949
6. Moskovskiy Bol'shevik, 11 Sep 1949
7. Moskovskiy Bol'shevik, 16 Sep 1949
8. Moskovskiy Bol'shevik, 4 Sep 1949
9. Vechernyaya Moskva, 20 Sep 1949
10. Moskovskiy Bol'shevik, 14 Sep 1949
11. Pravda Ukrainy, 18 Aug 1949
12. Vechernyaya Moskva, 14 Sep 1949
13. Vechernyaya Moskva, 21 Sep 1949
14. Moskovskiy Bol'shevik, 25 Sep 1949
15. Vechernyaya Moskva, 13 Sep 1949
16. Moskovskiy Bol'shevik, 10 Sep 1949
17. Vechernyaya Moskva, 10 Sep 1949

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